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	25X1A6a	IT GIRGULATE	
25X1X6 1.	More 35 to the few to the second		
30 100 4.º	X1X6 1. Ten 15-ton trucks with trailers, called FMS-Zug (FMS-Train) by the factory management were on the premises of the CONDERS-HAUSEN (M 52/D 11) Elektrobau Firm. The truck bodies were made by the WERDAU Schumann Firm, but the equipment of the vehicles was furnished by the SONDERSHAUSEN Elektrobau Firm. According to reports obtained from the management of the two		
	grants, all of which agree	. the PMS_Znc ic	o tronoport for
5X1X	V-weapons. The FMS-Zug was ban Firm to be called for	a to be kent reed	y at the "Elektro-
	25X1A6a	3 7 3 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
0	Char Thomas 27 Th		
Z .,	2. The Brunnquell Firm not only manufactured electrical instruments (stoves, fuses, switches), but also sighting devices for		
	weapons. According to the HAUSEN Brunnquell Firm was	ie report of an a	ncineer the Compute
	manufacture (efective	(al instruments) ·	in lata 1040 Mana
	Tacture of the sighting deverage RADEBLUL, near DRESDEN, and	l transfer of the	designing office
	to RADEBEUL was started about 350 to	illt Gentember 10/	R The Present 77
25X1X	ration plant.	400 WOXHOLDS 10	is a coviet corpo-
	ZDATADA		
3. SONDERSHAUSEN Elektrobau			
a. The installations of the SONDERSHAUSEN Erunnough 2 Co.			

a. The installations of the SCHDERSHAUSEN Brunnquell & Co. firm were dismantled in 1945; they were later re-installed, and finally sequestered. They first delivered electric wiring material on reparations account. There was no war damage. The greater part of the factory was confiscated in September 1946 and placed at the disposal of SCHDERSHAUSEN Zentral-Werk, Werk IV. This section of the factory was called "Elektrobau SCHDERSHAUSEN (E.B.S.) after 1947. V-weapons were produced

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there. The unconfiscated part of the works continued manufacturing electric wiring natorial under the name of Brunn-quell, as a nationalized factory.

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b. Production of the SUNDERGHAUGER (EBS) Elektrobau

The last important order of the factory was the construction of a kind of mobile final test train in connection with the "C-Program" for the manufacture of V-weapons. It consisted of carsNo 1 through 11, which had been individually produced and are suitable for final testing of the weapons prior to firing and for repairing minor defects and damage on the spot. These cars are two-axle, twin-tire trailers (motorbus trailers), weighing from 8 to 12 tons according to their installations. They were about 35 feet long and their cross section was about 10x10 feet. They were fitted with 4 large side-windows and a door, usually on the side, and in certain cases an additional front door for assembling work. Paint: rich green-olive green color with a yellow stripe, 12 inches wide around the trailer just passed under the transit profile after removal of their

c. Details

- (1) No 1 car was the staff car equipped with a phone exchange and a loudspeaker installation.
- (2) Two workshop cars.
- (3) All other cars were used for storing measuring instruments by which it was possible to test built-in parts both mechanically and electrically, and to make functioning tests of built-in groups and the whole rocket. Accommodation cars were not available (with types 1 through 11).
- (4) The complete car train also had: a two-axle dynamo set yielding 50 KWA and a one-axle set of 15 KWA. These vehicles were dependent on good roads, their spring suspension being very soft and apt to overturn on bumpy roads. Their mean wheel gauge (measured from the inner edges of the two outside tires) was about railroad standard gauge.
- (5) The car train was probably meant to be moved a short distance from the branch line and, as a rule, to be shipped by rail.
- (6) The 11 cars had been built by the Schumann Worke, JERDAU, Saxony, according to the plans of "EBS" and got their technical equipment fitted at the "LBS" orks.
- d. This production was exclusively shipped to the Covict Union. The 11 trailors were disputched in groups, via BERLIN, from March to August 1948.
- e. The raw material was obtained from coptured goods, at that time relatively large stocks of good tool-steels, aluminum and aluminum profiles and thousands of electric aircraft fittings being available. They were stored in two sheds and an open-air yard, additionally rented, about 2,000 feet from the factory.

f. Leading personnel

(1) Superintendent: Lt Col REFERENY (first superintendent in 1946 was Capt Sallouro).

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Technical manager: Capt LIKHAILOV
Conmercial manager: Lt LAMPLANN
German general manager: Must FRIEDEL (now general manager of the I.M. HALLE)

German technical manager: Until March 1948 Maldemar COMMILLHORD. He was succeeded by graduate engineer Dr. ROEJER.

(6) German commercial manager: Karl HELD.

Number of personnel: 350, of which 180 employees and 170 workers.

g. Subordination: The factory was first subordinate to the Technical Special Commission of the Soviet Union, later to "YTL 11" in KARLSHOLDT. The Soviet Army headquarters was dissolved on 17 September 1948. (The factory was not a Soviet Corporation plant or a nationalized enterprise before then). It was assigned to the "Voreinigung volkseigener Betricbe Haschinan Llektro Ost Gera-Werk EBO-Condershausen". (Association of Nationalized Enterprises).

The factory was to be placed under the more administration of "I.K." HALLE in January or February 1949.

h. On the dissolution, the Loviets first demanded a payment of 1,350,000 DR (Mast) and were finally satisfied when they got 77,000 DR (Last).

2. BILICALCOL Central Jorks (Production of V-Jeapons in the Soviet Jone)

a. After the surrender and the withdrawal of the Jostern Powers from the provinces of Jaxony and Thuringia all naterial and personnel obtainable of the "Jissenschaftliche Forschungsanotalt exemble (.IFO) was transferred to BL 10. 10DE and RIMIN-BODUNGER near BLETC THOME, From KILDI 8840.88 MERFEN near Now District, too, machines, piece parts and even scrap were moved to that place. The "Rashe Letitute" was organized in Aug at 1945 to collect all existing saterial, all technical installotions and documents.

b. at first certain apparatus were finished from piece parts which had been found until it was realized that extensive completing and new construction work was required after the Wastern Powers had taken along the most impertant documents. In order to tackle these tasks, three other branch factories were installed and are contralised under the name "Lentral-Jorke."

Central Jorks

(1) BESTOREAUDE and ALEIN-BUDURGER Plant I:

Installed late in 1945 in the buildings of the Veberland-Jentrale Gued Harz (Long Distance Power Station Southern Horz - Guper Power Station) and the Schachtanlage (Shart Installation).

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(2) NORDHAUGER Plant II:

Was installed about May to June 1946 in the Montania-Work, which, allegedly, was building stoves (for show).

actually carburetor mixing chambers here manufactured and prefabricated parts for V-weapons designed there. The dismantling work in MILDINGSCHOULTER was also organized there.

(3) SOELLERDA Plant III:

Jas installed late in 1945 in the "Rheinmetall-Borsig" Jorha.

(4) OULDEROR USER Plant IV:

Ins installed in Jestember 1946 at "Brunnquell and Co".

- (5) Production: In accordance with the A 4 program and the Coprogram and the Lanufacture of testing and measuring instruments of the two programs.
- (6) The name of Jentral Jerke discontinued in 1947 for comouflage reasons, and, in the case of bold and many was replaced by the abbreviation of "IBB." any liabilities to other firms were no longer acknowledged. The pretext was that the Zentralwerke had been liquidated and that Here existed no winding-up offices. However, the norm there went on uninterruptedly, the tasks remaining the same without any change of personnel.
- (7) Hain work of the plants: Reconstruction and improvement of the V-2 and A4-A6 weapons, the "Taterfall" and the C-rocket. (on AA rocket without fire control beam guidance) manufacture of FMS 1 and 2 for the A4 program. (These trains were built at KLEIL-BODUNGEN).

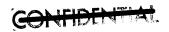
FMS are trains of 12 to 16 four-axle kind of vestibule-train coaches with an armored roof and sliding armored window shutters. Among them there was a staff coach with a slitting room, a conference room, a map room with a periscope; two will shop cars, several measuring laboratory cars, a power station supplying 120 MJA, a wiesel-engine and an accommodation car 130 complete trains were built, the last of them was delivered on 6 June 1947 (and with utmost expedition as an inspection by an interallied commission of control was to be reckened with); a third train was completed.

Further involting tions are being made on the copacity of production of the definite types of apparatus.

- (8) Deliveries: all deliveries were made to the devict Union except a few orticles of civilian character, which were built in the devict Zone and utilized for compensation purposes.
- (9) Raw material: Obtained from building stocks, shall quantities coming from marketheart. Occasionally, machines, light metals, but above all fuel and money were coming from that place. The special allotments of mone, and fied which first had been granted to important specialists in an extremely generous manner, were gradually reduced after the covicts believed they had all the important information they wanted on the munufacture of V-weapons.

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- d. All important specialists were deported to the region of Induana and the region west of 100000 on 21 Setober 1946. One of the deported engineers wrote that he was living on an island.
- e. Plant I and Plant III were dissolved in Lecember 1946 and the remaining stocks and important engineers were transferred to Scholidhiouth. The dissolution was ended in February 1947. The factories had been administrative centers of the Joviet army and were subordinate to the direct management of the Technical Opecial Commission of the Joviet Union: they were later under the orders of "JTL 11" which had its seat in Addicholof, and which was dissolved in June 1948. Thus, all these works were neither Soviet Corporation plants nor VEB (nationalized enterprises) and therefore were not enumerated in the respective lists.

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"hBS", in 1948, got orders to produce and deliver on the first of each month one measuring train and the technical equipment of a measuring train respectively.

a measuring train had 10 cars suited for use on both rails and highways. The cars contained the complete testing sets for the whole Coppogram (antiaircraft-rocket). Then measuring train carried out the complete checking of a rocket prior to the start. The director gear was not carried by the measuring trains mere transferred to Bulkin. The orders for the measuring trains more transferred to Bulkin. The orders for the measuring trains had been placed by the "Jissenschaftliche abteilung 11" (ceientifie dection 11) in Bulkin-Marishador.

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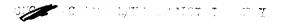
- 1. The bold to the lightrobou firm was managed by graduate engineer BadTh, an experienced high frequency engineer, The firm was a small but highly qualified factory manufacturing high frequency massuring instruments, especially escillographs.
- 2. Inclosed are two prospectuses of the firm.

Comment:

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a. according to information in the former manufacturing center of lange-sized rockets in he distant and its vicinity, the misplants were dismantled and transferred to the lovint Union along with their personnel from october 1946 to the missle of 1947 after they had been partially put into service again in 1945/1946. Any later production shield had taken place in the works deprived of their principal installations and personnel, can therefore have been of little importance.

b. In Abell-Bobull & EB-botton, trains (cover designation "MNO") were made having the complete V-2 buttory equipment that two firing stations plus the required testing and experimental installs tions. The complete and one incomplete trains, including the personnel, were transported to the Loviet Union until January 1947.



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c. The manufacture of FES-trains or of motorized firing and test stations in this factory at a later date is reported for the first time. It may also be inferred from the present report that, apart from the mobile firing—and experimental stations for A-4, mobile stations for A-4 rockets (C-2,i.e. sasserfall—saterfall) were built there.

In two other reports +, it was reported that the AA rockets asserfull and Schmetterling (butterfly) duplicated in Bankell by the ARCHARICA & ANIES Firm had had functioning tests in MCLE 1804. Prior to their delivery to Soviet Union. A very important feature scene to be the further sevelopment of the AA rocket, which is not fitted with guide beam control and is capable of reaching an altitude of about 60,000 feet. This rocket will be the only means of defense against aircraft flying at altitudes over 40,000 feet as long as it is not replaced by guide beam rockets.

d. Nost of these objects were transferred to the Noscon region and the Godonomical Islam near OSTASHKOV.

2 Annexes: (1) Elektro-Beu Collegio HAUSEL (Zweistrahl-Oszillograph) (2) Elektro-Bau Collegio Collegio (Stimmabelsummer 50 Hz)

